

Established February, 1845.

PRICE: \$2 PER MONTH

Shipping

Выводы

Steamers.

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

**FOR SWATOW, AMOY AND
TAIWANFOO.**

The Co.'s Steamship
Fokien, Captain Lewis, will be
despatched for the above
ports on **WEDNESDAY, the 11th inst., at
10 a.m.**, instead of as previously advertised.
For Freight or Passage, apply to
**DOUGLAS LAURIE & Co.,
General Managers.**
Hongkong, September 9, 1889. 1744

**COMPAGNIE DES MESSAGERIES
MARITIMES.**

PAQUEBOT POSTE FRANCAIS.

**FOR SHANGHAI, KOBE AND
YOKOHAMA.**

The Co.'s Steamship

Auctions.


above Ports on or about **WEDNESDAY**,
the 11th Instant.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 6, 1889. 1734

STEAM TO STRAITS, COLOMBO
AND BOMBAY

THURSDAY

 Steamship
Guadalupe
will leave for the above
places at Noon, on **THURSDAY, the 12th**
September.
E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, August 27, 1880. 1645

**FOR SHANGHAI, KOBE AND
YOKOHAMA.**

The Steamship
Claymore,

RP, JOHNSON

Above Ports on or about the 12th Instant.
 For Freight or Passage, apply to
ADAMSON, BELL & Co.
Agents.
 Hongkong, September 6, 1889. 173

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(Passing through the INLAND SEA.)
 The P. & O. S. N. Co.'s
 Steamship
Verona.
 will leave for the above
 places at Daylight, on FRIDAY, the 13th
 Instant.
E. L. WOODIN,
Superintendent.
 P. & O. S. N. Co.'s Office,
 Hongkong, September 4, 1889. 172

o BUSINESS is now
EFFICIENT NAT

FOR SHANGHAI.
(Taking Cargo & Passengers at through rate for NINGPO, CHEFOO, NANKING, HANGKOW, TIENJIN, HANKOW and Ports on the YANTZEZE.)
 The Co.'s Steamship
Loerets,
 Captain SOARS, will be
 despatched **on above**
FRIDAY, the 13th Instant.
 For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, September 6, 1889. 173
STEAM TO LONDON (DIRECT),
Calling at INTERMEDIATE PORTS.
 The P. & O. S. N. Co.

NOTICE.

will leave for the above
place on or about SATURDAY, 14th Sept.
at Noon. This Vessel is disconnected from
the mail service, but has excellent accom-
modation for passengers (First, Second, and
Saloon only) at reduced rates. Electric
Light, Deck Cabins. Surgeon carried, &c.
E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, August 16, 1889. 159

**CHINA NAVIGATION COMPANY,
LIMITED.**

**FOR PORT DARWIN, QUEENSLAND,
PORTS, SYDNEY & MELBOURNE.**

The Co.'s Steamship
(4,000 tons)


into the Godown


SUNDAY, the 22nd Proximo.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabin are situated forward of the Engine Room. Second-class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is embarked.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
HONGKONG, August 30, 1889. 1660

September 9, 1951

FOR NEW YORK.

 The 3/8 L.I.I. American Barque
Richard Persons,
 TEGENBIE, Master, will load
 here for the above Port, and
 will have quick despatch.
 For Freight, apply to
RUSSELL & Co.
 Hongkong, July 25, 1880. 1455

FOR SAN FRANCISCO.

 The 3/8 L.I.I. British Ship
Harriet Queen,
 E. A. FORSYTH, Master, will
 load here for the above Port,
 and will have quick despatch.
 For Freight, apply to
RUSSELL & Co.
 Hongkong, September 7, 1882. 1745

Journal of Management Education 30(6)

The *Overland China Mail* will be ready for the French Mail on Thursday morning.

Deaths the week ending 8th September, 1889.—214 Europeans and 2,014 Chinese visited the City Hall Museum.

Messrs. Jardine, Matheson & Co. inform us that the s.s. *Yuen Sang* from London, left Singapore for this port yesterday, the 9th inst.

The Superintendent of the P. & O. Co. informs us that the Company's extra steamer *Dunbar*, from London, left Singapore for this port to-day, at 10 a.m.

It is almost a certainty that Hongkong will dispatch a Cricket team to Shanghai about the first week in October. In order that the gentlemen going may have a little practice, the ground will be open from tomorrow for their use only.

The other day we reported that a great fire was raging in Footchow. The *Echo* of 7th inst. gives the following particulars about it:—Last Saturday, at midnight, a very destructive fire took place over the bridge, at a place called Chichai, and we regret to learn that over 300 houses were destroyed and that about 150 were pulled down to prevent its extending. The fire originated in a music master's house, through carelessness. A child of about one year, and a boy of eighteen were burnt to death. The loss of property is computed at over \$150,000. It is much to be regretted that such a calamity should have happened in such hard times, and we sincerely hope that it will be a long time before we have again to record a fire of such magnitude.

The Police seem to have got hold of a very fair specimen of the Chinese pirate species. He was encountered on Praya West early yesterday morning by a drowsy District Watchman, who longingly expressed a desire to investigate a bundle which the pirate was carrying. This rash curiosity was nearly fatal to the D. W. It roused the wild buccaner's blood, and his revolver was out in an instant. He was not in his best shooting form, and consequently the bullet only grazed the watchman's shoulder instead of burying itself in a vital part. After a desperate struggle, the hero of the skull and cross-bones was taken prisoner, and committed for trial on a charge of shooting at the watchman. This afternoon he was identified as one of a gang of pirates who boarded and looted a junk in the neighbourhood of the colony the other day, and the bundle which the watchman wanted to see was found to contain some of the booty stolen from the junk.

Annus Kennedy, a corporal in the Argyll and Sutherland Highlanders, was rather severely punished by Mr. Wedohouse to-day for what looked more like a drunken frolic than anything else. Kennedy was charged with having, along with two others not in custody, stolen a pair of boots of the value of three dollars from a Chinese shop and assaulted one of the shopmen. The complainant, an employee in the Tsing Shing shop, Queen's Road, said the defendant, with two others, came to the shop about ten last night. Kennedy said he had left a stick there and suddenly snatched up a pair of boots and ran, his two companions accompanying him. Before getting away from the shop Kennedy was stopped by one of the shopmen. He dropped the shoes, and at the same time his forage cap fell off, and he walked away leaving the cap there. Another shopman and a Chinese constable corroborated this story. The corporal's version of the story was that he had left his stick in the shop and went back to get it, when the shopman denied all knowledge of the stick and tried to push him out of the shop. In the row which ensued some of the shopmen having armed themselves with hammers, he had to run, leaving his forage cap there. Mr. Seymour Clarke, lieutenant, A. and S. Highlanders, said Kennedy bore a very fair character. Mr. Wedohouse found the charge proved and sentenced the accused to three months' imprisonment with hard labour.

At a meeting of members of the Victoria Recreation Club, yesterday evening (Mr. J. F. Holliday presiding), certain new rules drawn up by the committee were submitted for consideration. The Chairman in submitting the rules explained that the committee did not wish to arrogate fresh powers to themselves, but they thought the scope of the Club had increased so much that very often small questions arose which might conveniently be dealt with by them instead of by a general meeting. The proposed new rules were then discussed and passed with a few amendments. Some discussion took place with regard to the difficulty which arose in connection with last Regatta, on the question of allowing Major Ellis and his crew to row in a boat which had been specially built for them instead of in one of the Club boats. Mr. Goetz pointed out that there was no rule forbidding the use of non-Club boats, and suggested that a rule to that effect should be added. Mr. Master, the Secretary, said that some of the rules were members of the Club, and that it was not unusual to accept. Formal notice of the resolution was then given in order that it may be submitted to a meeting to be held a fortnight hence.

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Francis Stainfield and H. E. Mannaty, two lads who were brought before Mr. Robinson in the Police Court the other day charged with the larceny of some jewellery, which the owner had placed in the keeping of Stainfield, were to-day discharged. Inspector Swanson, having stated that he had found no trace of the missing articles and had no further evidence to produce.

Mr. Robinson, at the Magistrate's this afternoon, heard further evidence in support of the application by the Chinese Government for the rendition of the two prisoners charged in connection with a case of highway robbery, alleged to have been committed at Sham-shui-po, on Chinese territory, in January last. Lam Ngai, a fruit hawker, said he saw the robbery take place. He was walking along the road carrying some fruit, when he saw a man whom he afterwards found to be the complainant, lying on the road. Two men were searching his person, and another man stood at his head. He was able to recognise one of the men. He was the first prisoner. He told the complainant that he knew this man by night and would be able to find out his name. He had never seen the second defendant at Sham-shui-po.

In many parts of East Java the rice crop has fallen short, and a large demand has sprung up for Siam grain. A mine has been set on foot at Surabaya to extract the price of rice, but by the action of the Chinese, the chances are that the syndicate will not succeed with Russian oil. Heavy importations of the latter have in fact resulted in quotations declining.

The *Java Bode* of the 17th August states that official reports and private advice from Achene admit that the action of the 26th July was indecisive. The facts are that the Achinese held a strong position from which the troops failed to drive them. They took an outpost, but did not attack the enemy's stronghold, a fort armed with 30 pieces of cannon. Evidently the war party is strong in numbers among the Achinese, and must be reckoned with in planning future operations for the subjugation of the country.

NEGOTIATIONS for the revision of the treaty with England are, unlike the negotiations with other countries, attended with considerable difficulties. The English Plenipotentiary has put forth some strong claims, but our delegate rejected every one of them, and maintained the Japanese proposals. The English Plenipotentiary then referred to his Government by wire, and the negotiations were for a time suspended. But as an answer has lately been obtained from England, the conferences are said to have been resumed. We learn, however, that it is as yet difficult to appreciate the ultimate object of the English Government.

The Sixth Prince (Kung) was lately under treatment by the Chinese Illicitate known as Dr. Mei, one of the pupils of the late Dr. Mackenzie, who was at the same time in attendance on the Seventh Prince. A rumour was diligently set on foot among the high officials that dangerous drugs were being administered to the Prince, and the families became alarmed. Finding, however, that the Seventh Prince had not suffered, but on the contrary was much benefited by the medicines Dr. Mei had given him, the attendants of Prince Kung were reassured. They attributed the rumour to professional jealousy, and they were probably right. I. I. H. the Seventh Prince is progressing favourably, and has almost recovered full use of his muscles. Prince Kung, it is said, has some organic disease of a nephritic nature. The condition of Prince Kung is very critical; in fact, his life is despaired of.—*Chinese Times*.

This following is the Tea Export since our issue of 24th ultimo, as per consignees' returns:—
For London.—S.S. *Diomed*, 805,343 lbs.
S.S. *Bellerophon*, 534,189
S.S. *Arcturion*, 422,823
S.S. *Benbow*, 562,432
For Hamburg.—S.S. *Carthage*, 12,640
S.S. *Continent of America*, 18,544
S.S. *Diomed*, 18,544
For Continent of Europe.—S.S. *Diomed*, 95,885
For Hongkong.—S.S. *Diomed*, 61,832
For Singapore, for Western Australia.—S.S. *Diomed*, 50,171 lbs.
For Melbourne.—S.S. *Memur*, 1,150,918
S.S. *Memur*, 680,070
For Adelaide.—S.S. *Memur*, 121,730
For New Zealand.—S.S. *Memur*, 12,101
For America.—S.S. *Bellerophon*, 5,141
For South Africa.—S.S. *Fronton de Aragon*, 1,496,881
—*Cochran Echo*.

The following are some further details of the riot at Honolulu.—Two half-breed Hawaiians named Robert W. Wilcox and Robert Boyd, who had been sent to the Government expense to be educated at an Italian military school, had been plotting an insurrection for some time; but the rumour that some current were little heated until the movement culminated in an armed band of about 150 native Hawaiians marching from Palama to Honolulu, two miles, and securing entrance to the palace grounds. After getting possession of the Palace, from which the King was absent, the rebels manned the field pieces in the Palace grounds, and held the place for the whole of the day. A Cabinet Council was called in the forenoon and the Honolulu Rifles ordered out. Mr. Damon being deputed to call upon Wilcox to surrender. This the rebels refused to do, and the Rifles, taking up a position in the Opera House opposite the Palace, soon compelled the rebels to take shelter under cover, which they speedily did by retreating to a bungalow. At twelve o'clock a number of the rebels were dislodged from the Government bungalow, the latter being immediately occupied by the Rifles. At one o'clock thirty of the rebels surrendered, and the Volunteers took up a close position commanding the bungalow, into which they threw bombs. This manoeuvre, together with the steady fire from the Opera House bungalow, the latter being immediately occupied by the Rifles, soon compelled the rebels to take shelter under cover, which they speedily did by retreating to a bungalow. At twelve o'clock a number of the rebels were dislodged from the Government bungalow, the latter being immediately occupied by the Rifles. At one o'clock thirty of the rebels surrendered, and the Volunteers took up a close position commanding the bungalow, into which they threw bombs. This manoeuvre, together with the steady fire from the Opera House bungalow, the latter being immediately occupied by the Rifles, soon compelled the rebels to take shelter under cover, which they speedily did by retreating to a bungalow.

The price of Java tea has so far fallen of late, and dealers in England and Germany have made strenuous efforts to keep quotations steady, that planters begin to baste themselves to devise a remedy. Among them voices have been raised in favour of the Java leaf and find new markets for that product.

In Java, a canker, attacking the roots of sugar canes has proved so formidable that planters are at their wits' end how to wrangle with the evil. Plant canes raised locally come under suspicion, and that from Borneo is greatly sought after. Some planters have gone further afield, and have imported on Queensland. Supplies of plant canes from there have arrived in Java, and the result of the experiment is awaited with interest.

Tax kingdom of Ooto is now attracting attention in other speculative lines, than that of gold mining. For instance, coal mines there are being actively worked. The black diamonds do not seem to be of superior quality, but are pretty well on the same level as the diamonds from the coast and Singapore. An Englishman named Gray has entered into a contract with the Sultan of the State to start there saw-mill works on a large scale. The machinery purchased has already been ordered from the Liverpool Manufacturing Company in America.

We hear the Yellow River bridge at Shantung grows worse and worse, and that the damage done and suffering caused is frightful. Hence it seems what is to become of the ruined and homeless people in the coming winter! On the 29th ult., we received the following information from a correspondent in Shantung:—The river has burst on both sides, and both rivers and other embankments below Ch'itung the old bed of the river is mostly without water. Floods to north and south.—*The Chinese Times*.

STONE-BLASTING IN THE HILL DISTRICT.

THE SURVEYOR GENERAL MAKES A DISCOVERY.

Chan Him, contractor of the Tai Shing ship, appeared before Mr. Wedohouse in the Police Court this morning, charged with unlawfully and recklessly allowing stones to roll down the hillside at Mount Kellett on the 7th inst., to the danger of the public.

Major-General Gordon, Acting Captain Superintendent of Police, appeared to prosecute, and said he would call the Surveyor General (Hon. S. Brown) to the witness stand. His Worship asked what evidence Mr. Brown had to give.

Major-General Gordon said he wished to ask him whether blasting on Mount Kellett was dangerous or not, in any circumstances. Acting Inspector Bullin said:—About a fortnight or three weeks ago I received instruction from the Captain Superintendent of Police to stop all blasting on Mount Kellett. I sent police there to stop it and was told that it was allowed to blast. He said nobody else would summon him if I did not.

Police Sergeant W. Ford said:—On the 7th inst. I was on duty near Mount Kellett. Defendant was in charge of blasting operations. He was engaged in putting a new building into the hill. Blasting took place on that day under his supervision. I saw him there. I saw a number of stones come rolling down the hillside to the road when the blasting took place. Afterwards I went round to see the condition of the road, and saw that about half way up the hill from the road I asked the defendant why he had started blasting contrary to orders. He said Mr. Leigh told him to go on with it.

Hon. S. Brown, Surveyor General, said:—I was walking round Mount Kellett a fortnight or three weeks ago. I saw that the defendant was in charge of blasting operations. I saw him there. I saw a number of stones come rolling down the hillside to the road when the blasting took place. Afterwards I went round to see the condition of the road, and saw that about half way up the hill from the road I asked the defendant why he had started blasting contrary to orders. He said Mr. Leigh told him to go on with it.

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blast without a permit from the Surveyor General, and there are regulations as to how it is to be carried out. Twenty-six of his Worship:—Are they in force?

General Gordon:—No, they are in force. They ceased being enforced in rather a curious manner owing to a decision of a predecessor of your Worship, who decided in effect that if any person were killed through blasting operations carried out under a permit from the Surveyor General, the Surveyor General would be liable to prosecution for homicide. In consequence of this the Surveyor General refused to give any more permits, and therefore it happened that technically blasting is permitted without permits.

His Worship:—So that there are no regulations enforced of course I don't mean any regulations that the police may have, but regulations enforced by law upon people engaged in blasting?

General Gordon:—Only by common law. The case is provided for in the Building Ordinance, but that is not in force yet. At present there is only the common law.

His Worship:—I think I should like to hear what Mr. Leigh has to say about this. The work was carried on under his orders. What can they do? I suppose it is necessary that they should blast?

General Gordon:—They can either excavate along their own line, or they can blast elsewhere. They can quarry without blasting, only it is more expensive.

His Worship remanded the case till Thursday, and ordered that Mr. Leigh be subpoenaed.

SANITARY BOARD.

Meeting of September 11th.

Mr. Edie will move.

1. That the following directions be given to the Sanitary Surveyor.

(a) That upon receipt of notice regarding the construction of any private drains, the Sanitary Surveyor be requested to ascertain if there be any objection to such drains being laid into the particular public sewer with which it is proposed to connect.

(b) That when informing the person who has given notice of his intention to construct a drain that his drains are approved he add a foot-note to the effect that before opening the Public Roadway for the purpose of connecting with the public sewer he shall give to the Public Works Department the least three days' notice of the time when he intends to open such roadway.

2. That the Sanitary Surveyor be requested to submit to the Board his views as to what amendments he thinks are desirable in the existing Drainage Bye-laws in order to render them more efficient and to facilitate their working.

3. That Architects and others interested be invited to favour the Board with their views as to what amendments in the existing Drainage Bye-laws in order to facilitate their working.

4. That the existing Drainage Bye-laws be referred to the Committee which drew them up, for consideration and report to the Board.

2. Tenders for Conservancy and Animal Manure Contracts.

3. Report of Committee considering Bye-laws in connection with the City refuse.

4. Report of Committee considering the question of the final disposal of the City refuse.

HUGH McALLISTER, Secretary.

CORRESPONDENCE.

A BOWLING GREEN.

To the Editor of the "CHINA MAIL."

Sir,—I have several times felt surprise, that in this Colony, the national game of bowls has not been introduced, for I believe in Scotland nearly every town and village has its Bowling Green.

I am not a Scotchman, but have all the Scotchman's love for the game, and would very gladly place it on the same level as the game of golf in Hongkong.

As you are no doubt aware there is an expense attached to the making of a Bowling Green and its upkeep, but I believe if the subject was taken up by one or two enthusiastic Scotchmen there would be no difficulty in obtaining a suitable site for a fund for making the green, and the cost of upkeep would be met by the annual subscriptions of the members of the Club; and personally I should have much pleasure in subscribing my mite to the original fund.

I sincerely trust that someone, better able than myself to take the matter up, and that your good self will give the subject a thought.—I am, Sir,

JACK.

NANKING.

2nd September.

Our streets present a very busy appearance just now. The city is filled with students who have come to Nanking for their studies.

The shops wear a more attractive appearance than usual, for the influx of visitors has doubtless brought a temporary improvement to trade and trade at ordinary times is none too brisk in Nanking. Indeed, there is a considerable complaint of dull times; trade goes now to Chinkiang and Wuhu. It is not likely, however, that this will induce the officials to make Nanking an 'open port.' One result of the crowded condition of the streets has been the appearance during the past few days of certain gaudy-looking persons who go about beating gongs, and carrying like the youth in 'Excalibur,' bearing yellow banners with the strange device: 'Siao Shin, P'ia Shew' (小心扒手), which being interpreted rather freely means 'Beware of Pick-pockets.' The last character is found in the dictionaries, but it is doubtless a reference to the colloquial phrase for 'steak-thief,' which is 'the three-headed one' (三隻手).

The men, however, who give this kindly warning to their followers, are about as thief-like-looking as any one will meet in a day's travel. The authorities do well to provide them with gongs. People will be on their guard against them at any rate.

The German press has responded warmly, even perhaps overrating the little political importance of the visit.

What is perhaps more interesting in the singular personal credit to be set down to the Emperor's credit. He has won the good-will of everybody whom he came in contact, including both the royal household and royal family. He dropped from the beginning much of the soldierly stiffness of manner, which he never relaxed in

have come up, but this is probably too large an estimate. Last year at the regular triennial examination, twenty-six or twenty-seven thousand were registered, and many new culls had to be prepared, of bamboo matting. The bulls have accommodated for about twenty thousand, and as no new quarters are needed this year, it is not likely that more than eighteen or nineteen thousand are being examined. The falling off is doubtless due to the fact that this is an extraordinary year for the *Nga K'ao* (科考) and many students lack the necessary funds. At the regular triennial examinations they are assisted to a considerable extent by local mutual benefit associations. The funds are allowed to accumulate for three years and are then distributed to the successful candidates to prize their books very highly, and certainly they are far superior to the cumbersome volumes with their tawdry titles which are issued by local publishers. One advantage to the student is that they can be so much more conveniently carried about than the bulky volumes, which fill some twenty-four native volumes, is by this process contained in six small volumes, or even one volume of no great size. Books of Western authorship or respecting Western knowledge have also been seen in the hands of students, which is encouraging, as showing that the level is at work.

The Fu Tai of this province, however, who is in charge of the examination, does not seem to relish all this, for a day or two before the examination began, he issued a proclamation saying that no books of foreign manufacture would be allowed within the gates of the examination hall, and that all such books found in possession of any student would be confiscated and burned. It seems that it is allowed the candidate to take with him into his cells only the Four Books, but for some years past this rule has been relaxed and the students are permitted to take in whatever books they might like. It is said that last year the Fu-tai in charge allowed servants also to be taken in, and that the lawless ones were degraded, but this latter may not be true.

It was predicted, however, that the recent proclamation could not be executed, and the event proved the prediction true, for the first attempt to examine baggage for forbidden books led the waiting band to press upon the students in front, upset the examiners, break through the gates and effectually stop all such proceedings. What may have been done after the candidates were in their cells cannot now of course be said. The effect of the embargo on the trade was, however, a sharp fall of nearly fifty per cent. in prices. But surely such methods can only stir up ill-feeling against the Governor, and are more likely to help than hinder the introduction of foreign goods.—*N. C. Daily News*.

LATE TELEGRAMS.

BOULANGER ON TRIAL.

Paris, August 6.—The trial of Boulanger was resumed to-day. The Procureur-General, Delmas, said:—He charged the court in Orleans, France, when in command of the troops there, he originated secret intrigues in the electoral agitation, and a system for the corruption of officials. Notwithstanding these acts, he had written in the War Office disclaiming any connection with what had been done in his name [here there were protests from the Right], the Procureur-General declared, and there were documents before the court which clearly marked the downward path of Boulanger from inebriation to intrigue, falsehood and conspiracy.

The Government has requested the evidence to show that Boulanger tried to have a copy of his manifesto sent to the Emperor, and to Bismarck information that the (Boulanger) only desired to be appointed Consul for life.

The Procureur-General described the proceedings of the League of Patriots at Rochefort, and the attempts against the State, which commenced with the scene at Lyons, when Boulanger shouted for Clemence-Fort, and continued until the Long Champs review, when Boulanger was hiding in Paris awaiting the result of his manifesto. The Procureur's speech was received with much interest, and ended with 'Adieu! Adieu!' The trial was finally adjourned.

Paris, August 12.—The accounts of M. Reichert, an official of the French Consulate, prove that Boulanger used for his personal propaganda 250,000 francs. He took from the secret service money 107,000 francs to pay his personal debts, and subsidised newspapers and furnished elaborate apartments for various domestic establishments from the money.

PARIS, AUGUST 12.—G. W. Smalley cables to the Tribune from London as follows:—The German Emperor may be congratulated on having made his visit to England in the nick of time. A week later and he would have found the kingdom convulsed over the Maybrick case and crises of Emperors and their doings.

His Majesty visited England, when he embarked once more on his yacht for his own empire. The success of his visit has surpassed all expectations. The welcome given him in public and in private has been far more cordial than the best friends of Germany believed possible.

The language of the British press has been more than friendly. If they believe in the old stories about ill relations between him and his mother they have kept strict silence on that unpleasant subject, and the head of a great and friendly people with whom the English people wish to be friends. The German press has responded warmly, even perhaps overrating the little political importance of the visit.

What is perhaps more interesting in the singular personal credit to be set down to the Emperor's credit. He has won the good-will of everybody whom he came in contact, including both the royal household and royal family. He dropped from the beginning much of the soldierly stiffness of manner, which he never relaxed in

have come up, but this is probably too large an estimate. Last year at the regular triennial examination, twenty-six or twenty-seven thousand were registered, and many new culls had to be prepared, of bamboo matting. The bulls have accommodated for about twenty thousand, and as no new quarters are needed this year, it is not likely that more than eighteen or nineteen thousand are being examined. The falling off is doubtless due to the fact that this is an extraordinary year for the *Nga K'ao* (科考) and many students lack the necessary funds. At the regular triennial examinations they are assisted to a considerable extent by local mutual benefit associations. The funds are allowed to accumulate for three years and are then distributed to the successful candidates to prize their books very highly, and certainly they are far superior to the cumbersome volumes with their tawdry titles which are issued by local publishers. One advantage to the student is that they can be so much more conveniently carried about than the bulky volumes, which fill some twenty-four native volumes, is by this process contained in six small volumes, or even one volume of no great size. Books of Western authorship or respecting Western knowledge have also been seen in the hands of students, which is encouraging, as showing that the level is at work.

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Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *RELIC* will be despatched for San Francisco, via Amoy, Kobe and Yokohama, on WEDNESDAY, the 11th September, at Noon. Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class fares granted as follows:—
To San Francisco ... \$225.00
To San Francisco and return, available for 6 months ... 393.75
To Liverpool ... 325.00
To London ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central.

G. D. HARMAN, Agent.

Hongkong, September 5, 1889. 1645



STEAM FOR

SINGAPORE, PENANG, ADEN, PORT SAID, MALTA, GIBRALTAR, BRINDISI, ANCONA, VENICE, PLYMOUTH AND LONDON:

ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PEKAN, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *ROHILLA*, Captain W. D. Brown, with Her Majesty's Mails, will be despatched from this for LONDON, direct, via COLOMBO AND SUEZ CANAL, calling at MARSEILLES, and usual Ports of Call, on WEDNESDAY, 11th September, at Noon.

Cargo will be received on board until 4 p.m. on the day before sailing. Parcel Packages will be received at the Office until 4 p.m. on the day before sailing.

For further Particulars regarding FREIGHT AND PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, August 27, 1889. 1648

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *BATAVIA*, 2,553 Tons, Master, WILLIAMSON, Commander, will be despatched for VANCOUVER, B.C., via KOBE and YOKOHAMA, on THURSDAY, the 12th September, at Noon.

To be followed by the S.S. *PORT AUSTRALIA*, on 26th September, and S.S. *PAETHELIA*, on 10th October.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points, by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class fares granted as follows:—
To Vancouver & Victoria, (Mex.) \$210.00
To all common points to Can. U.S. and the United States ... 275.00
To Liverpool ... 325.00
To London ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 11th September.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

ADAMSON, BELL & Co., Agents.

Hongkong, August 29, 1889. 1674

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; ALSO LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 12th September, 1889, at Noon, the Company's S.S. *VOLGA*, Commandant, FERRIER, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.

Cargo and Species will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Species and Parcels until 3 p.m. on the 11th September, 1889. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, August 30, 1889. 1689

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *UTTY OF PEKING* will be despatched for San Francisco, via Yokohama and Honolulu, on THURSDAY, the 19th September, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class fares granted as follows:—
To San Francisco ... \$225.00
To San Francisco and return, available for 6 months ... 393.75
To Liverpool ... 325.00
To London ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

G. D. HARMAN, Agent.

Hongkong, August 15, 1889. 1679

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON FOR PASSENGERS AND CARGO.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 25th day of September, 1889, at 10 p.m., the Company's Steamship *BAVERN*, Captain, J. MENDEL, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted till 10 a.m. Cargo will be received on board until 1 p.m. Species and Parcels until 10 a.m. on the 25th September. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, August 31, 1889. 1692

NOW READY.

PRIOR, \$1.00.

COMPARATIVE CHINESE FAMILY LAW BY E. H. PARKER.

Can be obtained from KELLY & WALSH, at Shanghai and Hongkong, and at the China Mail Office.

Insurances.

QUEEN STEAM INSURANCE COMPANY.

THE Underwriters, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents.

Hongkong, July 15, 1887. 1340

Intimations.

VOLUNTEERS AND THE DEFENCE OF HONGKONG.

A SKETCH.

Price, FIFTY CENTS.

To be had at Messrs. LANE, CRAWFORD & Co., Messrs. KELLY & WALSH, and Messrs. W. BROWN & Co. August 14, 1888. 1682

THE OVERLAND CHINA MAIL.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure of each English and French Mail Steamer for Europe. It contains special Commercial Intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily Issue.

The Overland China Mail, by the convenience of its form and the accuracy and fulness of its reports, has long been popular with residents who wish to send home a weekly budget of the news of Hongkong and the Far East. Circulating, as it does, among nearly all the old China 'hands' at Home and also among residents at the Treaty Ports and in the interior, it offers special advantages to advertisers.

The Overland China Mail will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to the Office.

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Single Copy, 0.30.
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COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would materially aid the SENATE of the COLLEGE by forwarding to the ALMOND MEMORIAL HOSPITAL.

(1) Glass Jars (for museum purposes).
(2) Illustrated Papers and Books for the Student's Reading Room and Library.

Address to: JAMES CAMPBELL, Hon. Sec. to the College.
Hongkong, August 7, 1888. 1317

NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES, Reprinted from 'The China Mail.'

WITH AN APPENDIX.

THIS PAMPHLET is Now Ready, and may be had at the Office of this PAPER, Messrs. LANE, CRAWFORD & Co.'s, Messrs. KELLY & WALSH, and Mr. W. BROWN'S.

Price, 50 Cents.

NOW READY.

THE COMMERCIAL LAW AFFECTING CHINESE; with special reference to PATENTRIGHT, REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

Copies may be had at the China Mail Office, and at Messrs. LANE, CRAWFORD & Co., and Messrs. KELLY & WALSH.

Price, 75 cents.

THE CHINESE MAIL (Fah Tze Yee Po.)

THIS paper is now issued every day. The subscription is fixed at Five Dollars per annum delivered in Hongkong, or Eleven Dollars Forty Cents including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description, conducted by native efforts, but progressive and anti-obstructive in tone, is almost limitless. It is on the one hand commands Chinese belief and interest, while on the other it deserves every aid that can be given to it by foreigners. The English journals it contains Editorials with Local Shipping and Commercial News and Advertisements.

Subscription orders for the above may be sent to: GEO. MURRAY BAIN, China Mail Office.

NOW ON SALE.

INDEX TO THE CHINA REVIEW from VOLUMES I to XII.

1.—LIST OF CONTRIBUTORS.
2.—ARTICLES.
3.—REVIEWS OF BOOKS.
4.—LIST OF AUTHORS REVIEWED.

Price, 50 CENTS.

To be had at the China Mail Office, Messrs. KELLY & WALSH, Messrs. LANE, CRAWFORD & Co., Hongkong; and Messrs. KELLY & WALSH, Shanghai.

RAIL PROGRAMMES FOR SALE. IN NEW SHAPES AND PATTERNS. CHINA MAIL OFFICE, 2, WYNDHAM STREET. SAILORS' HOME.

ANY Cast of COINING, BOOKS, or PAPERS will be thankfully received at the SAILORS' HOME, West Point, Hongkong, July 26, 1887.

Merchant Vessels in Hongkong Harbour.

Notations of late Arrivals and Departures reported to-day.

To facilitate notice the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Sections.
1. From Green Island to the G. Works.
2. From G. Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Polder's Wharf.
6. From Polder's Wharf to the Naval Yard.

Sections.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name	Agent	Flag and Reg.	Tons	Date of Arrival	Consignees or Agents	Destination	Remarks
Steamers							
Activ	3 h	Rovabook	Dan	str.	385	Sept. 8	Arnhold, Karberg & Co.
Batavia	3 h	Willamson	Brit.	str.	1601	Sept. 8	Edmondson, Bell & Co.
Belgie	3 h	Walker	Brit.	str.	4211	Aug. 28	O. & S. S. Co.
Cardiganhire	3 h	Richard	Brit.	str.	1623	Sept. 9	Edmondson, Bell & Co.
Chi Yuen	3 h	Null	Chi.	str.	1121	Sept. 10	M. S. N. Co.
Cleuro	3 h	George	Brit.	str.	1000	Sept. 7	Arnhold, Karberg & Co.
City of Peking	3 h	Johnson	Amer.	str.	5079	Sept. 8	M. S. S. Co.
Diamond	3 h	Devery	Brit.	str.	514	Sept. 8	Edmondson & Co.
Fokien	3 h	Lewis	Brit.	str.	509	Sept. 8	Douglas Steamship Co.
Foshiki Maru	3 h	Frank	Japan.	str.	1219	Sept. 8	Takasima Colliery
Gwalior	3 h	Nantes	Brit.	str.	1602	Aug. 27	F. & O. S. N. Co.
Hector	3 h	Thompson	Brit.	str.	1880	Sept. 10	Butterfield & Swire
Kent	3 h	Johnson	Brit.	str.	1623	Sept. 8	Gibb, Livingston & Co.
Kiwa	3 h	Crowe	Brit.	str.	1492	Sept. 8	F. & O. S. N. Co.
Millfield	3 h	Kirby	Brit.	str.	1409	Aug. 30	Captain
Pakistan	3 h	Stovell	Brit.	str.	517	Sept. 10	Hop Hing Hong
Pilot Fish	3 h	Stopani	Brit.	str.	161	Sept. 27	H. K. & W. Dock Co.
Presto	3 h	Jessen	Ger.	str.	686	Sept. 10	Edmondson & Co.
Rohilla	3 h	Horne	Brit.	str.	2174	Sept. 10	F. & O. S. N. Co.
Signal	3 h	Meyer	Ger.	str.	384	Sept. 8	Meyer & Co.
Spoochow	3 h	McLean	Brit.	str.	313	Sept. 8	Chinese
Verona	3 h	Speck	Brit.	str.	1870	Sept. 9	F. & O. S. N. Co.
Vorwaerts	3 h	Bruhn	Ger.	str.	612	Sept. 6	Arnhold, Karberg & Co.
Westmeath	3 h	Stonehouse	Brit.	str.	2095	Sept. 10	Edmondson, Bell & Co.
Sailing Vessels							
Alicia	3 h	Brothurst	Haw.	bge.	603	Aug. 16	Gilman & Co.
Amphitrite	3 h	Bowell	Ger.	sh.	1814	July 15	Master
Australia	3 h	Harris	Brit.	bge.	990	June 11	Order
Charger	3 h	Goodell	Amer.	sh.	1379	June 28	Edmondson & Co.
Comet	3 h	Krippner	Ger.	sh.	1683	July 21	Melchers & Co.
Conqueror	3 h	Johnson	Amer.	sh.	1540	June 18	Master
Giliah	3 h	Wong	Siam.	bge.	400	Aug. 10	Chinese
Gustav & Oscar	3 h	Seemann	Ger.	sh.	1352	July 4	Melchers & Co.
Harvest Queen	3 h	Forsyth	Brit.	sh.	2020	Aug. 10	Russell & Co.
Haydn Brown	3 h	Havener	Amer.	bge.	821	July 21	Captain
Irene	3 h	Yates	Amer.	sch.	467	July 11	Geo. R. Stevens & Co.
Martha Davis	3 h	Johnson	Amer.	sh.	1379	June 13	Butterfield & Swire
Mauna Loa	3 h	Wilder	Amer.	bge.	802	Aug. 30	Captain
Omega	3 h	Pendleton	Amer.	bge.	1392	July 13	Russell & Co.
Reporter	3 h	Douglas	Brit.	bge.	1071	Aug. 29	Order
Richard Paragon	3 h	Brown	Brit.	bge.	480	Aug. 2	Order
Robert S. Bennett	3 h	Spalding	Amer.	sh.	1285	Aug. 30	Butterfield & Swire
Sam Mendel	3 h	Thorndike	Amer.	bge.	1116	Jan. 7	Wilder & Co.
Sea Witch	3 h	Andrew	Brit.	sh.	1230	Aug. 13	Edmondson, Bell & Co.
St. Julien	3 h	Gover	Brit.	bge.	107	Aug. 28	Wilder & Co.
Valleyview	3 h	Zibbert	Amer.	sh.	1289	July 24	Captain
Vigilant	3 h	King	Brit.	bge.	1049	Aug. 28	Russell & Co.
	3 h	Bakke	Brit.	bge.	498	Aug. 16	Jardine, Matheson & Co.
	3 h	Gould	Amer.	sh.	1723	July 2	Russell & Co.

Her Britannic Majesty's Ships on the China Station.

Name.	Reg.	Tons.	Guns.	H.P.	Captain.	Where at.
Alacra	despatch-vessel	1700	4	3180	Com. R. Blair Macdonochie	Yokohama
Cockchafer	gunboat 2nd class	465	4	470	Lieut.-Com. Edward Maxwell	Hongkong
Conquest	cruiser	2380	—	—	Captain Wm. H. Henderson	Yokohama
Corbin	cruiser 3rd class	3380	10	2480	Captain H. T. Greenfell	Yokohama
Corbin	g-b. 3rd class coast defence	363	3	340	—	In reserve
Corbin	gunboat 2nd class	465	4	470	Lieut.-Com. Reginald W. Smith	Hongkong
Corbin	gunboat 2nd class	465	4	460	Lieut.-Com. Denison	Hongkong
Corbin	cruiser	1420	—	—	Captain Robt. W. Oraige	Yokohama
Corbin	twin-screw battle ship	8400	10	10000	Captain William H. May	Yokohama
Corbin	cruiser 2nd class	4300	10	5500	Captain Burgess Watson	Yokohama
Corbin	gun-boat 2nd class	755	5	1050	Commander Smythies	Yokohama
Corbin	gunboat 2nd class	430	4	430	Lieut.-Com. G. H. Yonge	Shanghai
Corbin	sloop	1130	10	1120	Command. J. H. Martin	Hongkong
Corbin	{ twin-screw battle ship 2nd class armored }	4870	4	4040	Captain E. J. Carr	Singapore
Corbin	cruiser	1730	6	3500	Commander R. W. White	Yokohama
Corbin	surveying vessel	830	3	690	Capt. The Hon. E. C. Verelst	On a cruise
Corbin	gunboat 1st class	715	6	1200	Lieut.-Com. W. Maill. Douglass	North
Corbin	cruiser 3rd class	1420	8	1400	Captain T. P. W. Neeham	Shanghai
Corbin	corvette	4000	—	—	Captain Hall	Nagasaki
Corbin	torpedo mining launch	150	—	—	—	Hongkong
Corbin	gun-vessel 2nd class	766	5	1010	Com. The Hon. Richard Bingham	Yokohama
Corbin	—	95	—	—	—	In reserve
Corbin	—	95	—	—	—	In reserve
Corbin	g-b. 3rd class coast defence	363	3	—	—	In reserve
Corbin	receiving ship	5157	14	—	Commanders E. J. Church	Hongkong
Corbin	sloop	925	4	750	Commander Geo. A. Giffard	Yokohama
Corbin	coast defence ship, armored	2750	4	1450	—	Hongkong